PRELIMINARY SUMMARY OF INFORMATION

SUBMITTED TO THE COMMISSION ON CHICAGO LANDMARKS IN SEPTEMBER 2002

SOUTH POND REFECTORY AND MEN'S & LADIES' COMFORT STATION

REFECTORY (NOW KNOWN AS CAFÉ BRAUER)

2021 N. STOCKTON DR.
BUILT: 1908
ARCHITECTS: PERKINS & HAMILTON

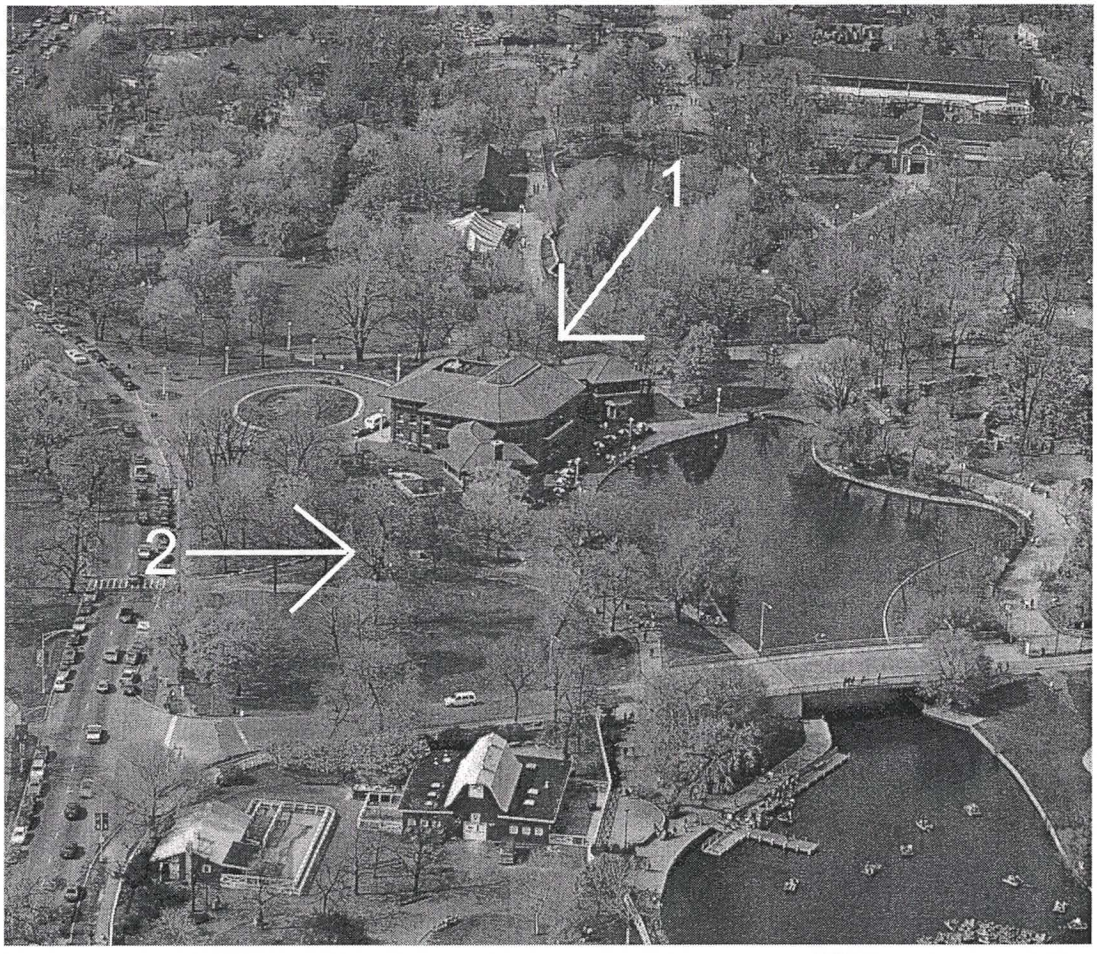
COMFORT STATION (NOW KNOWN AS CARLSON COTTAGE)

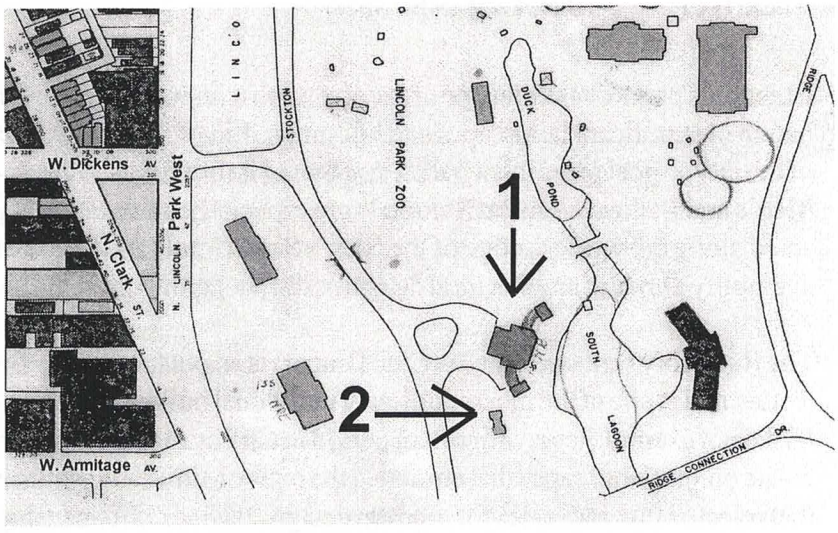
2019 N. STOCKTON DR.
BUILT: 1888
ARCHITECT: JOSEPH LYMAN SILSBEE

Chicago's parks constitute one of the city's most important historic resources with their combination of significant landscapes and buildings. Lincoln Park on Chicago's north lakefront is one of the city's most prominent parks, and two of its buildings—the South Pond Refectory and the Men's and Ladies' Comfort Station—are especially fine examples of park architecture. Located along the western edge of the park's South Pond, the Refectory and Comfort Station exemplify trends in architectural design and style significant in the history of Chicago's parks.

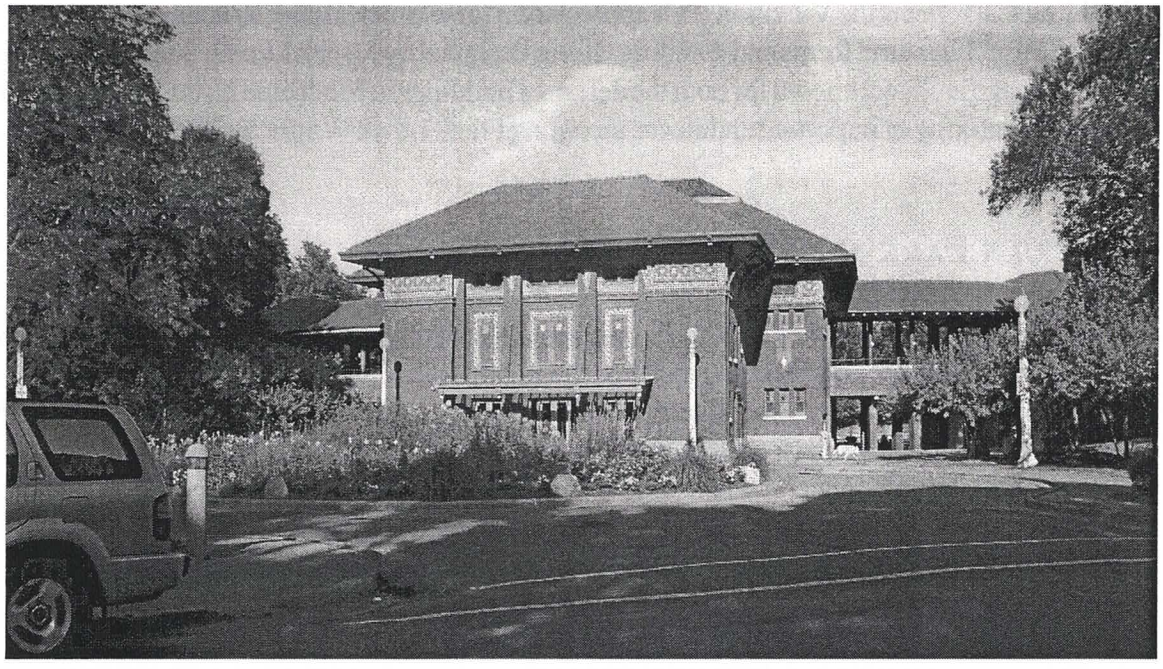
The Refectory (known today as Café Brauer) is an outstanding example of Prairie-style architecture and is one of the most significant individual buildings located in Chicago's park system. Its design exemplifies an important period in Chicago park history when designers sought to create unique landscapes that emulated the native Midwestern prairies, embellished by buildings that rejected historic styles for modern design. Its fine craftsmanship reflect the attention to detail characteristic of its designer, Dwight Perkins, who was well-known in the early 20th century for both his advocacy of park and school reform efforts and the Prairie-style park buildings and schools in Chicago and its suburbs that he designed to further these goals.

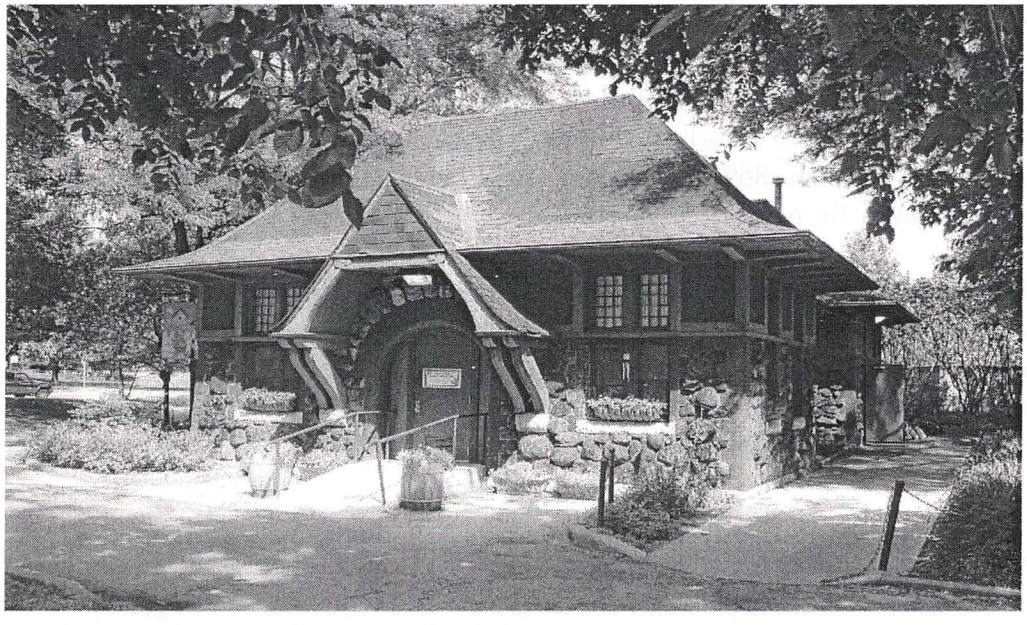
The Comfort Station (commonly known today as Carlson Cottage) is a picturesquely-designed





The South Pond Refectory (# 1) and the Men's and Ladies' Comfort Station (# 2) are located in Chicago's lakefront Lincoln Park next to the Lincoln Park Zoo.





Top: The South Pond Refectory (Cafe Brauer) is an exceptional park building designed in the Prairie architectural style by the innovative firm of Perkins and Hamilton.

Bottom: The Men's and Ladies' Comfort Station (Carlson Cottage) is one of the oldest surviving buildings in Lincoln Park and is a picturesque structure by Joseph Lyman Silsbee, an important late 19th-century Chicago architect.

building that reflects the Victorian era's appreciation for whimsical park structures based on historical architectural forms and detailing. It was designed by Joseph Lyman Silsbee, a significant Chicago architect known for both the design of buildings in handsome historic revival styles and his mentoring of important architects, including Frank Lloyd Wright and George Maher.

Lincoln Park and its Early Years

Today, Lincoln Park is one of Chicago's premier parks, stretching for almost six miles along the city's north lakefront, but it was originally quite modest in size. The southernmost portion of today's park between North and Webster Avenues—the portion that today contains the South Pond with its Refectory and Comfort Station—originally was set aside in 1837 as a cemetery. Because burials were concentrated in the southernmost portion of the cemetery, the unused northern half—between Webster and Wisconsin Avenues—was officially reserved by the City's Common Council (the predecessor to today's City Council) as a park, originally called Lake Park.

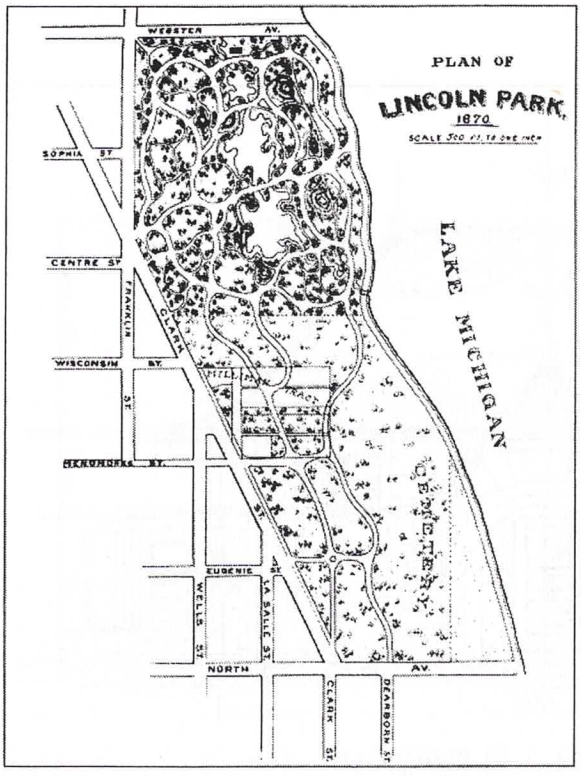
As Chicago grew northwards in the early 1860s, there was increasing pressure from nearby residents to close the cemetery, which was seen as an frightening source of cholera, and to move the bodies to then-recently established outlying cemeteries such as Graceland and Rosehill. In 1864, the Common Council prohibited further burials and incorporated the cemetery land into Lake Park, renaming it Lincoln Park the following year in memory of the newly-assassinated president. Three years later, the park's first major attraction, the Lincoln Park Zoo, opened its doors, and in 1869 the Illinois legislature created the Lincoln Park Commission to develop and manage the park.

Lincoln Park has since grown to become a park of more than 1,200 acres with landscapes and buildings that reflect each period of its growth, through the present day. Two important phases of development—the late 19th-century picturesque and early 20th-century Prairie movements—are reflected in the Men's and Ladies' Comfort Station and South Pond Refectory, located side-by-side near the park's South Pond.

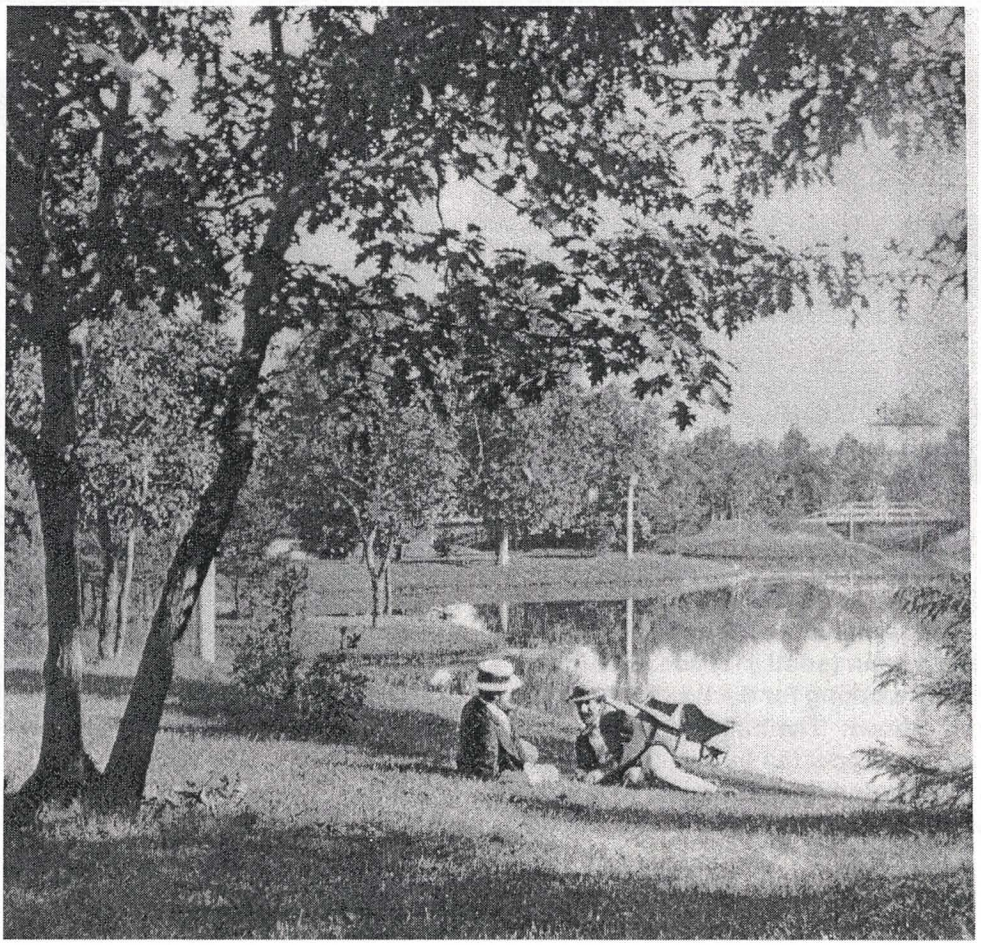
The Men's and Ladies' Comfort Station

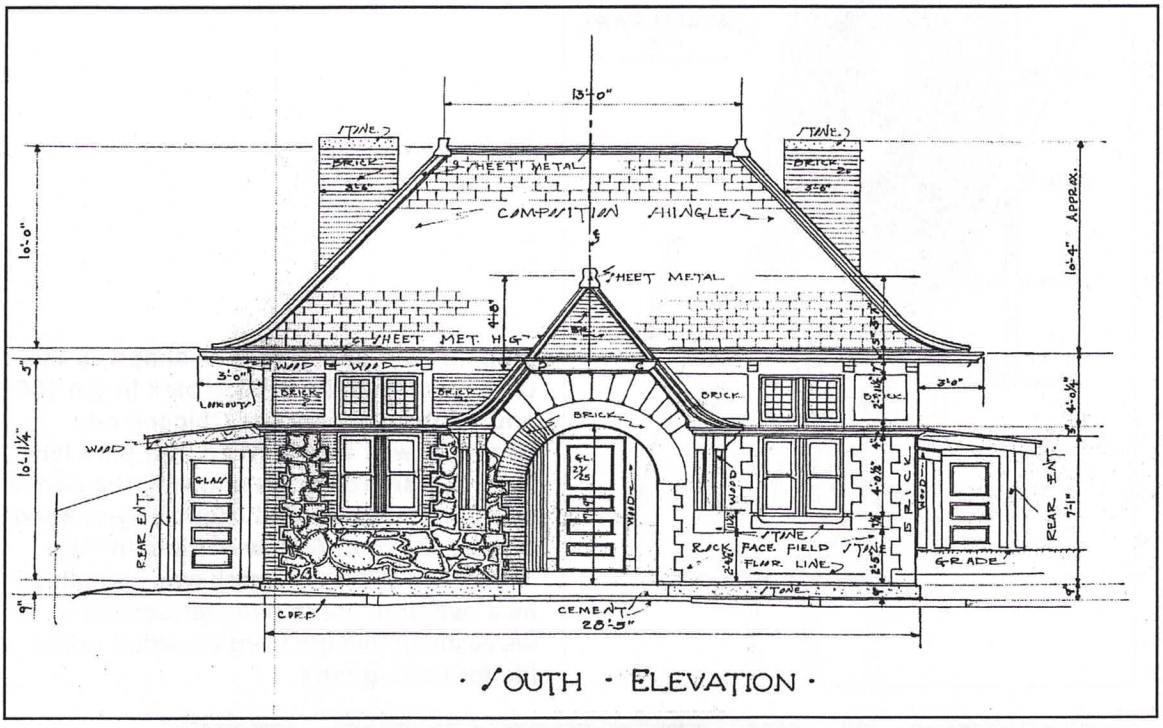
During Lincoln Park's first decades of development through 1900, it was developed by a succession of landscape architects as a picturesque landscape of curvilinear ponds and natural-looking landscapes. The park's design as it looked during this period was influenced by the naturalistic English landscape tradition of the 18th century, the mid-19th-century development of large, park-like cemeteries such as Boston's Mount Auburn Cemetery and Chicago's Graceland Cemetery, and the great urban parks of Frederick Law Olmstead, America's leading 19th-century landscape architect and designer of New York's Central Park, Boston's "Emerald Necklace" series of parks, and Chicago's Jackson and Washington Parks.

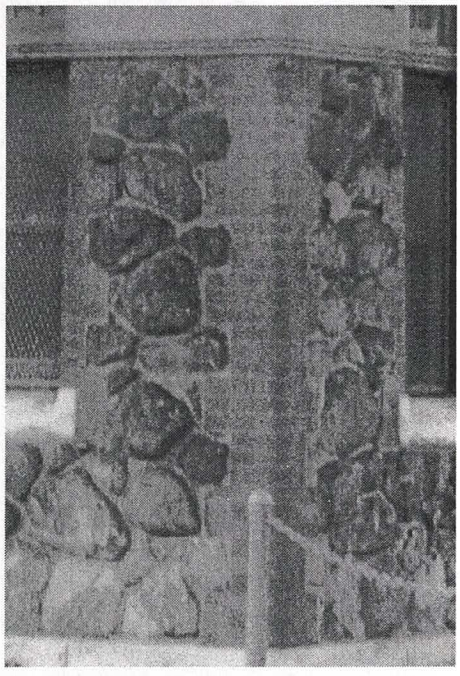
The earliest landscape plan for Lincoln Park was created in 1865 by Swain Nelson, a local



Lincoln Park began to take shape as the city's premiere North Side park in the 1860s and 1870s as the former Chicago city cemetery was transformed into park land. Left: A plan from 1870 showing the park's curvillinear drives and irregularly-shaped ponds. Bottom: A view of Lincoln Park circa 1872-1876. The park was conceived as a pastoral, naturalistic landscape to serve as an escape from crowded urban life for Chicagoans.







The Men's and Ladies' Comfort Station reflects Victorian-era Chicagoans' love of picturesque buildings influenced by medieval and vernacular architecture. Top: A measured drawing of the Comfort Station's main (south) facade, created in 1937 by architects working for the Works Progress Administration. Above: The building has deep overhanging eaves supported by flattened brackets. Right: Walls are randomly-laid rough stone edged with red pressed brick forming rounded building corners.

landscape gardener and nurserymen. Nelson's experience with the original site and landscape plan of Graceland Cemetery can be seen in his Lincoln Park plan, which placed curved walks and carriage drives around three interconnected lagoons with undulating banks, a design very much in the picturesque landscape tradition used for Graceland. In the late 1870s and 1880s, Lincoln Park superintendent Olaf Benson continued the embellishment of the park with more extensive landscaping and an extension of the lagoons southward, creating by 1880 the South Pond, the location of the Refectory and Comfort Station.

In its early years through 1900, Lincoln Park was similar to most American city parks in the emphasis on relatively passive recreation. Strolling, horseback riding, and carriage rides were popular ways of experiencing the park. Pastoral parks such as Lincoln Park were seen as beneficial to Chicagoans because they served as the "lungs" of the city, providing places of natural beauty and relaxation that contrasted sharply with the city's rapidly expanding urban streetscapes. As noted by architectural historian Daniel Bluestone, Victorian-era Americans believed that parks offered psychological benefits to city dwellers by providing contact with nature and separation from artificial scenes of commerce. As public amenities available to all, parks were also seen as cultivators of culture and democracy in an increasingly capitalistic and class-oriented society.

Buildings therefore were often seen as intrusions of the hectic urban world into the pastoral realm of Lincoln Park, so early structures were minimized or designed to blend into the park landscape. Even the Lincoln Park Zoo largely restricted its earliest structures to open-air iron cages with minimal visual impact on the landscape. However, several park buildings were built during the 1870s and 1880s that enhanced Lincoln Park's picturesque quality. One of the finest remaining is the Men's and Ladies' Comfort Station, designed by Joseph Lyman Silsbee.

Built in 1888, the Comfort Station is one of Lincoln Park's oldest surviving buildings and a charmingly-scaled, whimsical-looking one. It is located just to the south of the South Pond Refectory, about midway between the South Pond and Stockton Drive, and is a small one-story structure of stone and pressed brick. Roughly rectangular in plan, the building's lower walls are built of large-scale, rough-textured stones with red-brick trim creating rounded building corners. The wall surface above, just under the building's overhanging roof eaves, was originally pierced with window openings alternating with red-brick walls (a few windows have since been filled with brick or metal grilles). A large round brick arch defines the building's main entrance, facing Stockton Drive to the west, and is protected by a small gabled roof projection. The main roof of the building is a high-pitched, multi-hip roof with a tapered "bellcast" profile and wide, overhanging eaves.

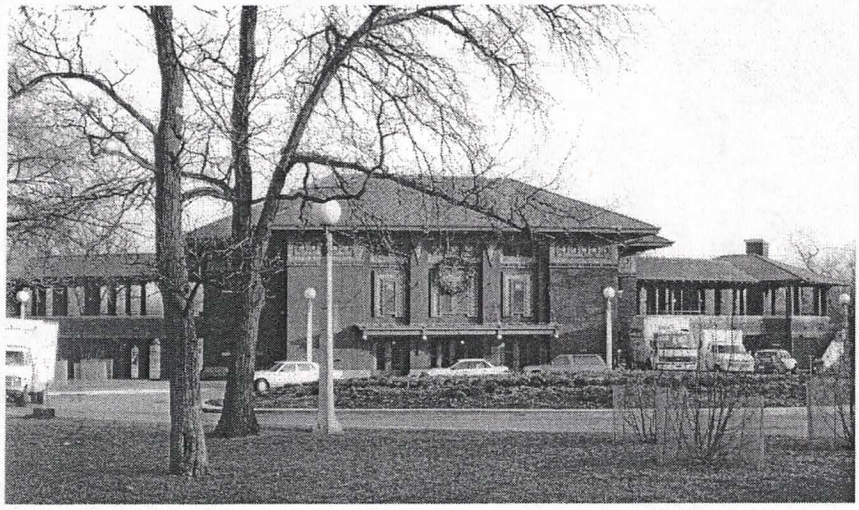
The Comfort Station's appearance reflects the Victorian era's love of picturesque architecture based on architectural styles derived from medieval or vernacular precedents, and it combines decorative elements from a variety of styles. The rough, boulder-like stonework is reminiscent of noted architect H. H. Richardson's Romanesque-style gate lodge built in 1880-81 for the F. L. Ames estate in North Easton, Massachusetts, while the high-pitched roofline reflects the influence of the then-popular Queen Anne style.

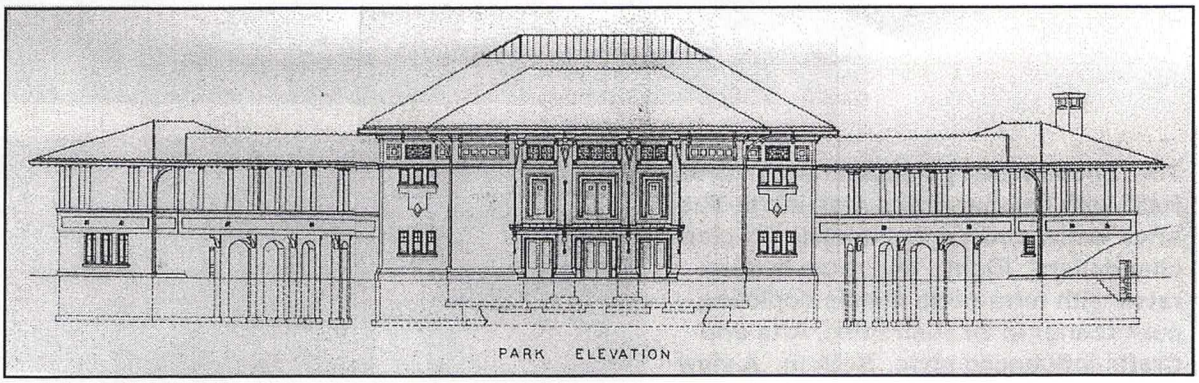
The South Pond Refectory

In 1903, the development of Lincoln Park turned away from Victorian ideals of beauty to the modern Prairie School of architecture which emerged out of the Midwest, particularly Chicago and its suburbs. In that year the Lincoln Park Commission hired Ossian Cole Simonds as Lincoln Park's consulting landscape gardener. An architect by training, Simonds had become involved in landscape architecture during the 1870s while working on the ongoing landscaping of Graceland Cemetery. Simonds was interested in creating a new type of park landscape that would be "modern," yet also recreate the appearance of the Illinois prairie landscape as it had appeared before European settlement. The result was within the naturalistic English landscape tradition, except that Simonds used native Illinois plants rather than more exotic species to create landscapes that he believed appropriate for Midwestern terrain and climate. Along with his contemporary and better-known landscape architect Jens Jensen, who worked extensively with the City's West Side parks, Simonds is considered one of the originators of the Prairie style of landscape architecture.

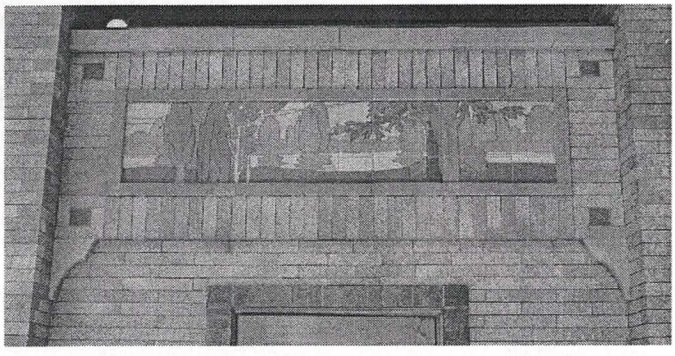
Simonds wanted park buildings that were compatible in design with his native Midwestern landscapes. The newly evolving Prairie architectural style, with its emphasis on low horizontal forms, honestly-expressed materials, low hip roofs with wide overhanging eaves sheltering bands of windows or ornament, and non-historic ornament based on geometry and precedents from nature, was seen as an appropriate match with the equally innovative landscape style. During the ten years that Simonds worked for the Lincoln Park Commission, he collaborated closely with Dwight Perkins, whose progressive architectural designs were influenced by the Prairie-style buildings of Frank Lloyd Wright and were considered compatible with Simonds' landscapes. Working in the Prairie style, both Simonds and Perkins wanted to remake Lincoln Park as an environment that was aesthetically pleasing, yet not beholden to historic concepts of "beauty." During this time, Perkins designed a number of buildings for Lincoln Park and other parks controlled by the Lincoln Park Commission, including the South Pond Refectory.

The Refectory is located on the northwestern edge of the South Pond, with Stockton Drive to the west. It replaced an earlier refectory, designed by William LeBaron Jenney in a picturesque Victorian manner influenced by the Stick style. Two stories in height, the building has a sense of broad horizontality that is in keeping with the Prairie style. It also has a symmetry that gives the building a sense of monumentality most often associated with more traditional architectural styles such as Classicism. Spreading out along the edge of the pond, it is composed of a roughly "T" shaped central building with flanking end pavilions connected by curved and covered arcades that spread along the pond's edge. The leg of the "T" extends towards Stockton Drive and contains the main entry to the building while the top of the "T" faces the South Pond. Both elevations of the central building have three sets of entrance doors under either a low-lying metal-and-glass roof (facing Stockton) or projecting balcony (facing the South Pond). The flanking arcades curve gently towards the South Pond and are open at ground level, allowing pedestrians to walk through them to the water's edge. The second-floor level of the arcades and pavilions, also open, originally functioned as open-air dining terraces for the restaurant—Café Brauer—that occupied the building for many years. The building is topped by low-pitched hip roofs.





The South Pond Refectory epitomizes the early 20th-century efforts by progressive Chicago designers to encourage more intensive use of Chicago's parks through buildings in the innovative Prairie style. Top: The Stockton Drive facade. Middle: A drawing of the Stockton ("park") elevation, traced in 1938 by Works Progress Administration draftsmen from the original Perkins and Hamilton drawings. Bottom: The South Pond facade.



Top: The Refectory's second-floor "Great Hall" with its open-truss roof, warm-hued brick walls, and original metal-and-glass chandeliers. Right: The room is decorated with terra-cotta panels depicting park scenes in an abstracted, Arts-and-Crafts-influenced style. Bottom: A view (date unknown) of the "Great Hall" when it housed "Cafe Brauer," a restaurant run by Paul and Caspar Brauer.

The Refectory is built of variegated red, green and brown brick set in reddish mortar. Horizontal joints are "raked," or recessed, while vertical joints are flush with the brick, emphasizing the horizontality of the building's design in a manner favored by Prairie-style architects. Under wide overhanging eaves is a wide band of geometric ornament composed of red paving brick and green terra-cotta tiles set in gray stucco and contrasting white mortar. Above the Stockton entrance, the building has large recessed panels ornamented with geometric patterns formed by red paving bricks set in white mortar. A simple flat clock decorates the South Pond elevation.

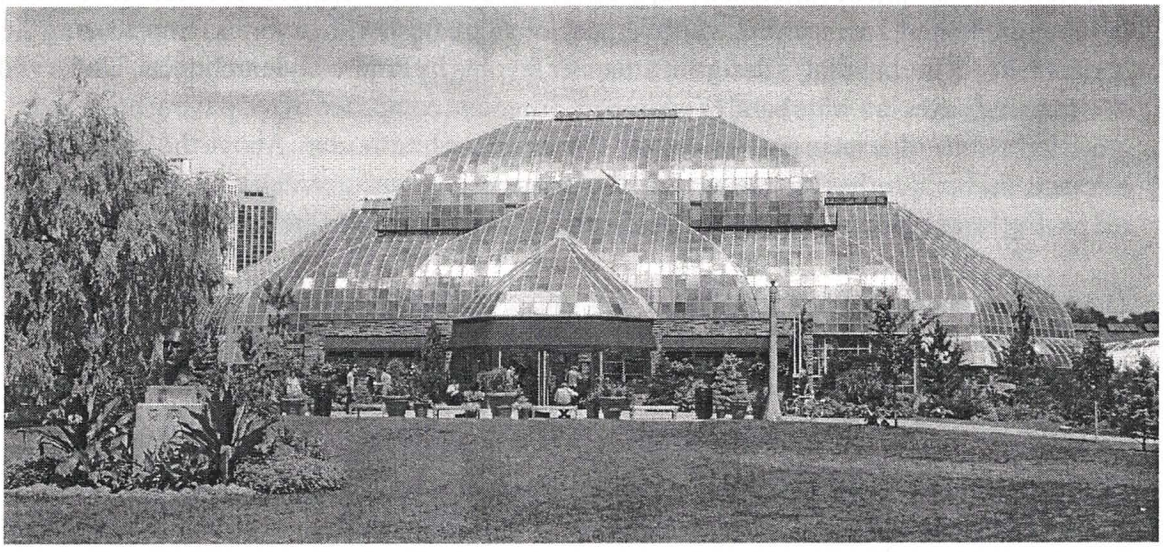
The arcades are composed of brick piers supporting the second-level dining terraces. Black-painted concrete columns at that level in turn support the wood-beam roof sheltering the terraces. The end pavilions are also built of brick similar to that used for the main portion of the building.

An entrance lobby on the Stockton side of the refectory, walled in red brick and with a red, green, and white tile floor, leads by way of twin marble staircases to the grandly scaled second-floor "Great Hall," floored with maple tongue-and-groove floorboards and with glazed brick walls. A decorative brick frieze is located just under the level of the open-truss roof. Terra cotta is used for pilaster capitals, a cornice and miscellaneous trim. Decorative tile panels depicting park scenes in a dreamy, abstract style are located around the room. The design of these panels has been attributed to Perkins' wife, Lucy Fitch Perkins. The manufacturer is unknown, although it has been attributed both to the American Terra Cotta and Ceramic Company, a leading Chicago manufactuer, and to the famed Rookwood Pottery of Cincinnati, one of America's leading producers of Arts-and-Crafts ceramics. French doors lead to the second-floor dining terraces and to a balcony overlooking the South Pond. Two metal-and-glass chandeliers original to the building hang from the ceiling.

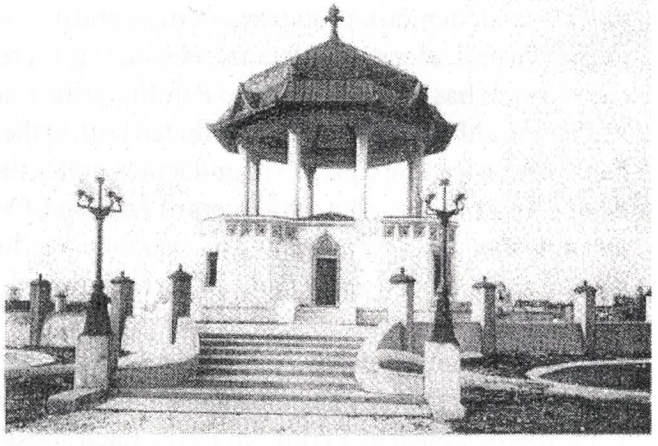
Prairie-style lampposts are located near the building, especially around the circular drive leading from Stockton Drive. The prototype for these lampposts, intended for use throughout Lincoln Park, was designed by Perkins in 1910. Each consists of an upwardly tapering post built of gray concrete with a rough-aggregate finish and topped by a frosted glass globe with a bronze collar detail with a green patina.

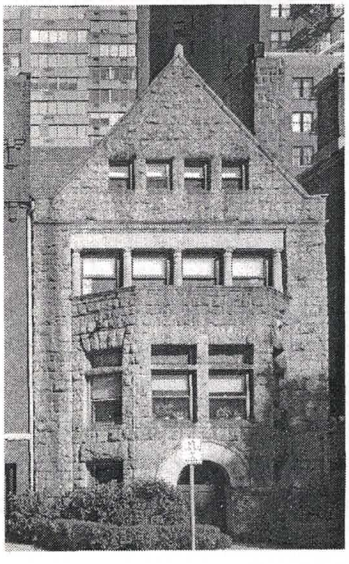
Architects Joseph Lyman Silsbee and Dwight Perkins

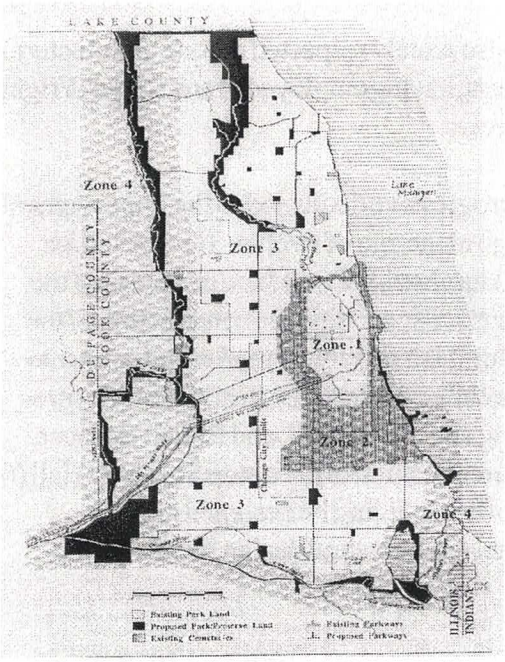
Joseph Lyman Silsbee (1845-1913), the architect of the Men's and Ladies' Comfort Station, was a native of New York. He came to Chicago around 1882 and quickly established a prosperous practice designing buildings in a variety of architectural styles, including Queen Anne, Shingle, and Richardsonian Romanesque. Besides the Comfort Station, Silsbee also designed other Chicago park buildings, including the Lincoln Park Conservatory (1894) and the Garfield Park Bandstand (1896). He was well-known for his residences, both urban and suburban, and one especially fine group—a set of Queen Anne-style rowhouses (1885) on the northeast corner of Dickens and Clark Streets—is within two blocks of the Refectory. Another surviving house, built for Horace N. May in 1891, is located at 1443 N. Astor Street in the

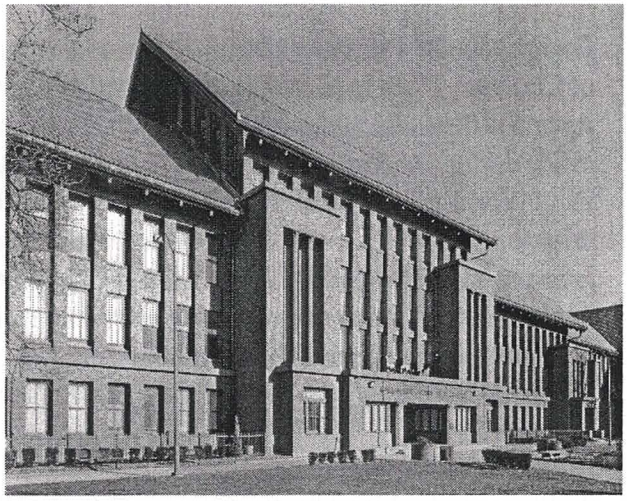


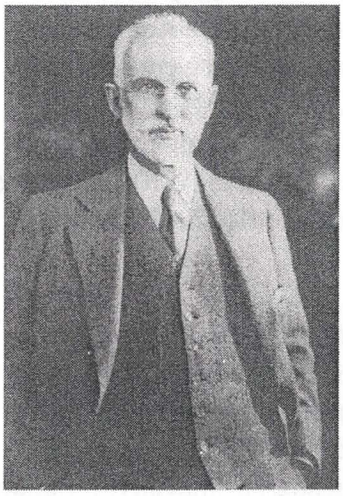
Joseph Lyman Silsbee, the architect for the Comfort Station, was a significant 19th-century Chicago architect, designing (clockwise from above) the Lincoln Park Conservatory (1894), the bandstand in Garfield Park (1896), a row of townhouses commissioned by Andrew McNally at Clark and Dickens (1885), and the Horace N. May House at 1443 N. Astor St. (1891).

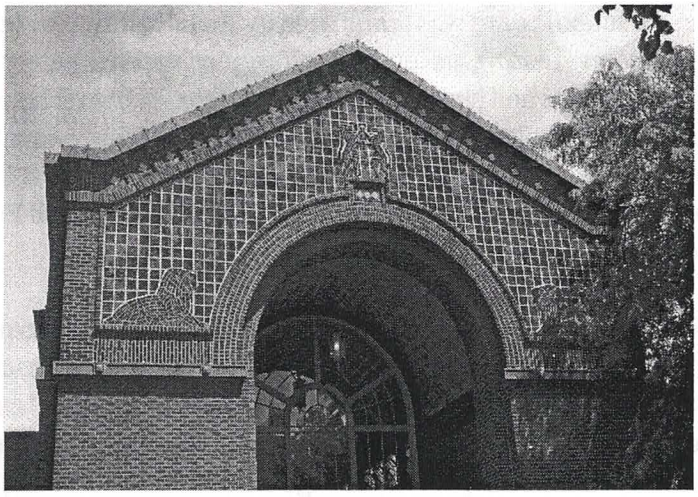


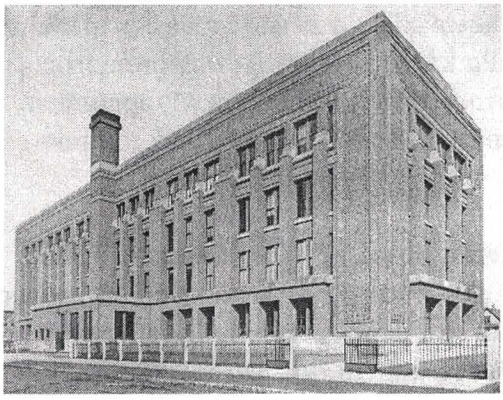












Middle left: Dwight Heald Perkins was the senior partner of Perkins and Hamilton, architects for the Refectory, and was both a progressive architect and an advocate for improved parks and schools in early 20th-century Chicago. Top left: A map showing new parks and forest preserves for the Chicago metropolitan area proposed by Perkins and colleague Jens Jensen on behalf of the Special Parks Commission in 1904. As Architect for the Chicago Board of Education from 1905 to 1910, Perkins designed a number of innovative schools, including Schurz High School (top right) and Cleveland Public School (bottom). Perkins' 1912 Lion House for the Lincoln Park Zoo (middle right) was praised for its brick mosaic images of lions and was awarded a Gold Medal by the American Institute of Architects.

Astor Street Chicago Landmark district. Silsbee is also widely respected among architectural historians for his mentoring of later important architects, having employed Frank Lloyd Wright, George Maher, and George Elmslie early in their careers.

Dwight Heald Perkins (1867-1941) was a social progressive dedicated to the improvement of Chicago. Born in Memphis, he moved to Chicago at the age of twelve. He worked for several different architectural firms, including D. H. Burnham & Co., where he managed the office during the absence of Burnham while the latter was supervising the construction of the 1893 World's Columbian Exposition. Perkins left Burnham shortly thereafter and went into private practice. He became associated with other architects interested in non-historic, progressive design, including Frank Lloyd Wright, Irving and Allen Pond, and Robert Spencer, through his subletting of excess space to them in his architectural offices atop Steinway Hall (64 E. Van Buren St.; demolished), a piano showroom-office building he designed in 1894. Steinway Hall became renowned as a center of modern architectural design in turn-of-the-century Chicago.

Perkins was Architect for the Chicago Board of Education between 1905 and 1910, a time when the school board was dominated by social reformers such as settlement house pioneer Jane Addams. During his tenure, he designed approximately 40 schools that were hailed for their progressive and humane designs. His best-known school is Carl Schurz High School, located at Milwaukee and Addison and built in 1908 (designated a Chicago Landmark in 1979). Other schools of note include Bowen High School (2700 E. 89th St., 1908), Cleveland Public School (3850 N. Albany Ave.; 1910), and Trumbull Public School (5200 N. Ashland Blvd.; 1910).

Perkins also was an important figure in the expansion and democratization of Chicago's parks. In 1902 he was appointed to the Special Park Commission, created to assess the status of parks in the burgeoning city and to recommend changes and expansion opportunities. The Commission's recommendations influenced the South Park Commission—the Lincoln Park Commission's counterpart on Chicago's South Side—as it implemented an innovative program of developing small neighborhood parks in working-class neighborhoods. Perkins also was a prominent advocate during the 1910s and 1920s for the establishment and expansion of the Cook County Forest Preserves, a goal of the Special Park Commission. (It was through his work with the Special Park Commission that Perkins met Bryan Lathrop, a newly appointed member of the Lincoln Park Commission, whose friendship led to his Lincoln Park commissions.)

While working for the Board of Education, Perkins kept a private practice in partnership with **John Leonard Hamilton (1878-1955)**, and for the Lincoln Park Commission he designed the South Park Refectory and fieldhouses for Hamlin and Seward Parks, both small neighborhood parks. His design for the Lincoln Park Zoo's Lion House, built in 1912, was awarded a Gold Medal by the American Institute of Architects.

Cafe Brauer

PLATE LUNCHEONS

Price of Entree Determ[illegible]

Served from 11 A. M.

Tuesday, May 19,

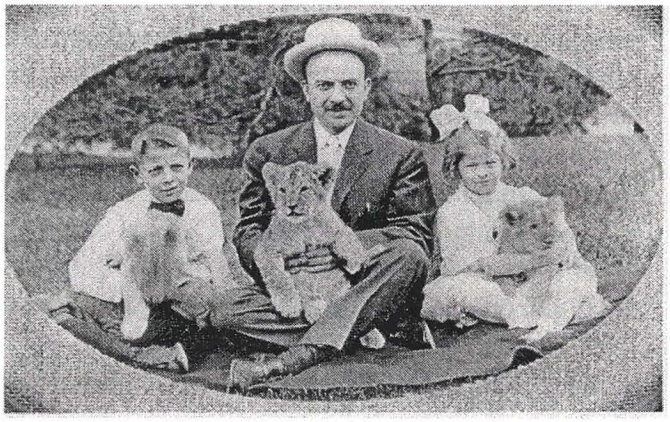
Chicken Okra with Rice 20
(with Luncheon)

Fried Whole Fresh Lake Perch, Sauce Tartare . 65
Boneless Filet of Fresh Haddock, Saute, Meuniere 60
Omelette a la Creole 65
Hungarian Paprika Goulash, Spaetzle 65
Pan Fried Sirloin Butt Steak, Fines Her[illegible] . 85
Roast Prime Ribs of Beef au [illegible] . 85
Denver Sandwich on Toast 45
Seafood Salad Sandwich, Mayonn[illegible] . 50
Cold Brisket of Corned Beef, Pot[illegible]alad . 65

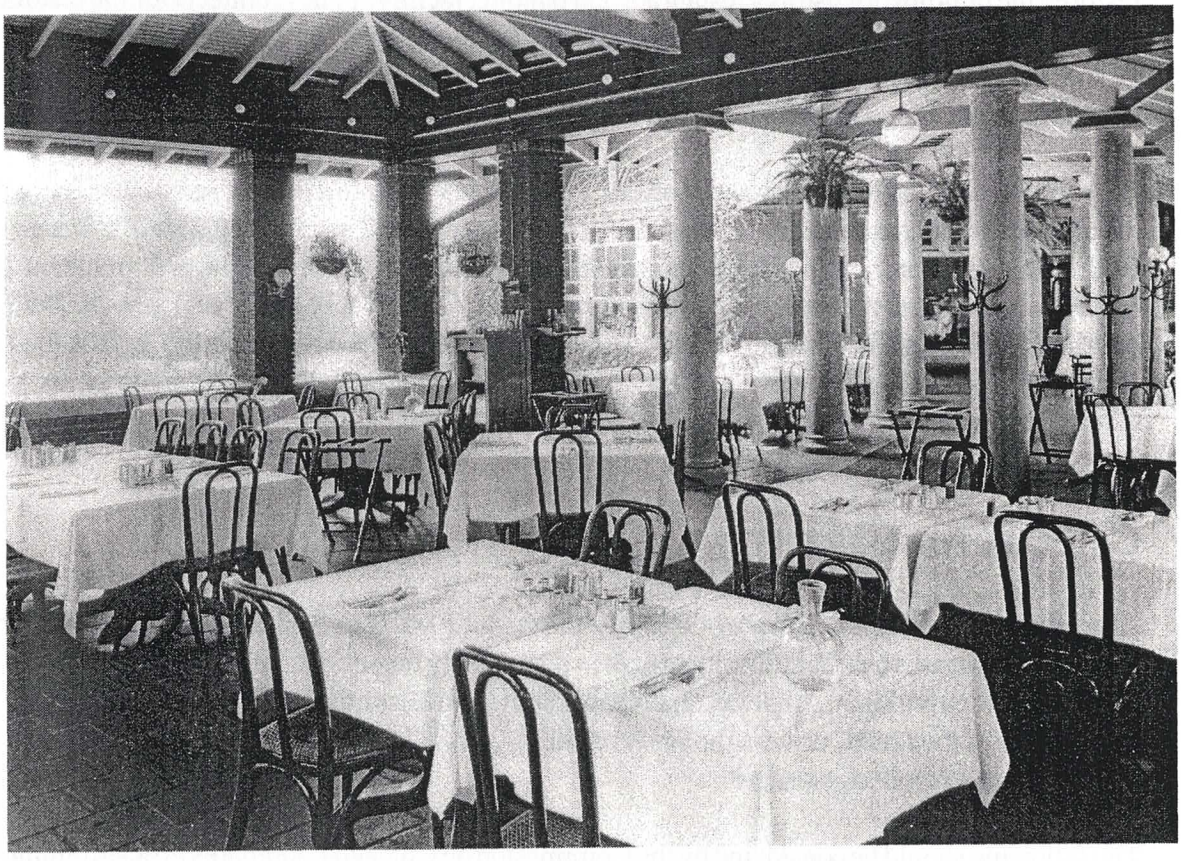
Buttered Wax Beans
American Fried or Mashed Potatoes

Ice Cream Pie
Fresh Strawberry Sundae

Coffee, Tea (Hot or Iced) or Glass of Milk



Top: Caspar Brauer, one of the operators of the Cafe Brauer restaurant, with his children and some friends from the nearby Lincoln Park Zoo. Left: A Cafe Brauer menu. Bottom: A photo (date unknown) of one of the Refectory's open-air terraces.



Later History

The South Pond Refectory was built to house a restaurant to serve Lincoln Park. Although the park had always had places for refreshment, including Jenney's refectory building that the new refectory replaced, new ideas about park activities encouraged more active programming of Lincoln Park in the early 1900s. Caspar and Paul Brauer, owners of a popular restaurant downtown, were the operators selected by the Lincoln Park Commission to run the Refectory. The Brauers managed the new Café Brauer through the early 1930s, during which time it was especially popular with German-speaking residents. (The Lincoln Park neighborhood historically was an important center of the German-American community in Chicago.) The restaurant declined, however, after the repeal of Prohibition in 1933, due to the inability of the Brauers to sell liquor on park land, and Café Brauer closed thereafter.

Both the Refectory and Comfort Station suffered quiet neglect during the post-World War II years. The Refectory's Great Hall was closed and used for a variety of purposes, including storage, while the Comfort Station had windows altered and doors replaced. Both buildings, however, have rebounded in the last decade. The Comfort Station, long known as Carlson Cottage, is now used as a work building for volunteer gardeners in the park. As early as 1969, plans to restore the Refectory were discussed to no effect. Restoration plans came to fruition in 1989 when the Chicago Park District, working with the Lincoln Park Zoological Society, restored the building for use as a restaurant and banquet facility. (The architects for the restoration were Lawrence B. Berkley & Assocs., Meisel & Assocs., and Wiss, Janney, Elstner Assocs.) Since that time the Refectory, now called Café Brauer after its original tenant, has become one of Chicago's most popular places for parties, weddings, and other special events.

Both the South Pond Refectory and the Men's and Ladies' Comfort Station have been recognized for their architectural quality over time. Both are included in the *AIA Guide to Chicago*. Both are listed as contributing buildings in the National Register of Historic Places nomination for Lincoln Park, and the Refectory is individually listed on the National Register as well. Both buildings were identified as significant in the Chicago Historic Resources Survey. In fact, the Refectory is one of less than 200 "red"-rated buildings considered to have great significance to Chicago architectural history.

Criteria for Designation

According to the Municipal Code of Chicago (Sect. 2-120-620 and -630), the Commission on Chicago Landmarks has the authority to make a preliminary recommendation of landmark designation for a building, structure, object, or district if the Commission determines it meets two or more of the stated "criteria for landmark designation," as well as possesses a significant degree of its historic design integrity.

The following should be considered by the Commission on Chicago Landmarks in determining whether to recommend that the South Pond Refectory and Men's and Ladies' Comfort Station

be designated as a Chicago Landmark.

Criterion 1: Critical Part of the City s History

Its value as an example of the architectural, cultural, economic, historic, social, or other aspect of the heritage of the City of Chicago, State of Illinois or the United States.

- The South Pond Refectory and the Men's and Ladies' Comfort Station exemplify the architectural and social significance of Chicago's Lincoln Park as one of the city's oldest and most prominent parks.

- The Refectory and Comfort Station reflect changing cultural attitudes towards the role of parks in urban societies, from pastoral settings devoted to passive recreation to landscapes more intensively programmed with recreational and social uses.

- The designs of the Refectory and Comfort Station reflect changing artistic attitudes about park architecture in the late 19th and early 20th centuries, moving away from picturesque architectural styles, derived from medieval and vernacular architecture, to innovative modern styles such as Prairie, for which Chicago architects were the principal proponents.

Criterion 4: Important Architecture

Its exemplification of an architectural type or style distinguished by innovation, rarity, uniqueness, or overall quality of design, detail, materials, or craftsmanship.

- The South Pond Refectory and Men's and Ladies' Comfort Station are significant park buildings distinguished for their overall excellent design and craftsmanship.

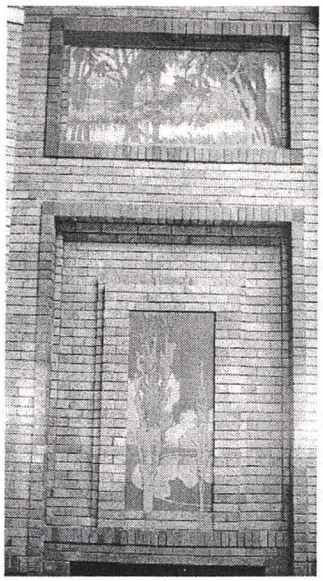
- The South Pond Refectory (now known as Café Brauer) is an outstanding example of Prairie-style design and is an important example of this world-renowned architectural style, which originated in Chicago and its suburbs.

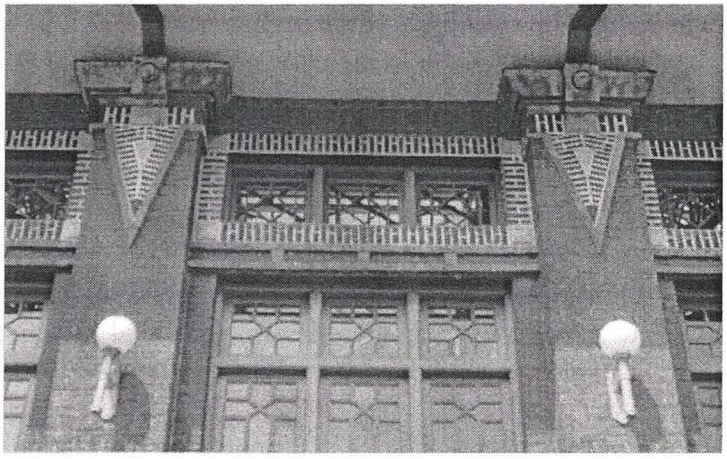
- The Men's and Ladies' Comfort Station (now known as Carlson Cottage) is an excellent example of Victorian-era picturesque architecture, based on medieval and vernacular precedents, with its massive stone and red-brick walls, round-arched entrance, and multi-hip roof.

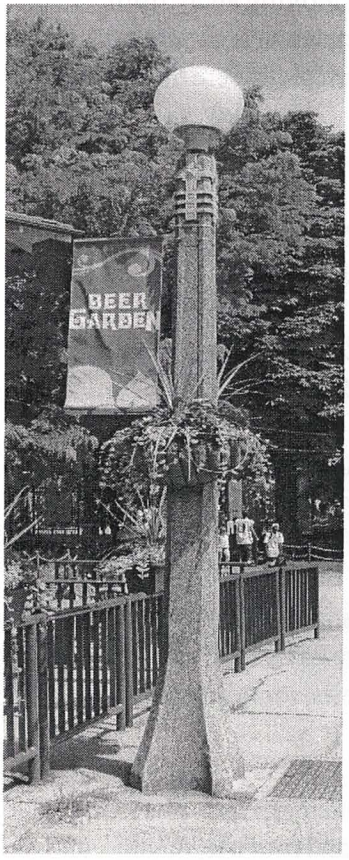
- Both buildings exhibit excellent craftsmanship in both details and materials. The Refectory is exceptional in its use of brick, stucco, decorative and roof tile, mosaic, and metalwork. The Comfort Station beautifully combines rough stone with smooth brick in a highly picturesque manner.

Criterion 5: Important Architect

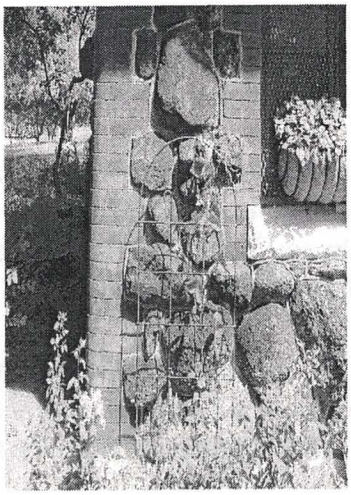
Its identification as the work of an architect, designer, engineer, or builder whose individual work is significant in the history or development of the City of Chicago, the







The Refectory possesses outstanding detailing and craftsmanship in a variety of materials, including terra-cotta mosaic tile in the "Great Hall" (top left) and brick, tile, and stucco patterning under the eaves (top right). Placed around the Refectory are lampposts designed by Dwight Perkins in the Prairie style (left). The Comfort Station has rustic stone-and-brick walls (bottom), while its front door is embellished with a high-peaked wooden hood supported on brackets (middle right).



State of Illinois, or the United States.

- The South Pond Refectory and Men's and Ladies' Comfort Station are the works of two architects of great significance to Chicago architectural history, Dwight Perkins and Joseph Lyman Silsbee.

- Dwight Perkins, the architect of the Refectory along with his partner John Hamilton, is a significant early 20th-century Chicago architect, designing prominent buildings in progressive, non-historic architectural styles reflecting the influence of the Prairie architectural style developed by several innovative Chicago designers, including Frank Lloyd Wright, George Maher, and Walter Burley Griffin.

- Perkins was an early significant architect for the Chicago Board of Education, designing a number of schools noteworthy for their progressive designs, details and craftsmanship, including Carl Schurz High School (designated a Chicago Landmark), Bowen High School, and Cleveland and Trumbull Public Schools.

- Perkins was an important architect and public advocate for Chicago's parks and forest preserves. Besides designing the South Pond Refectory (considered one of his finest designs), he designed the Hamlin and Seward Park fieldhouses and the Lion House for the Lincoln Park Zoo. Perkins was also instrumental in the establishment of the Cook County Forest Preserves, an open-space acquisition and management public agency that was a key recommendation of the Special Park Commission final report, for which Perkins was a co-author.

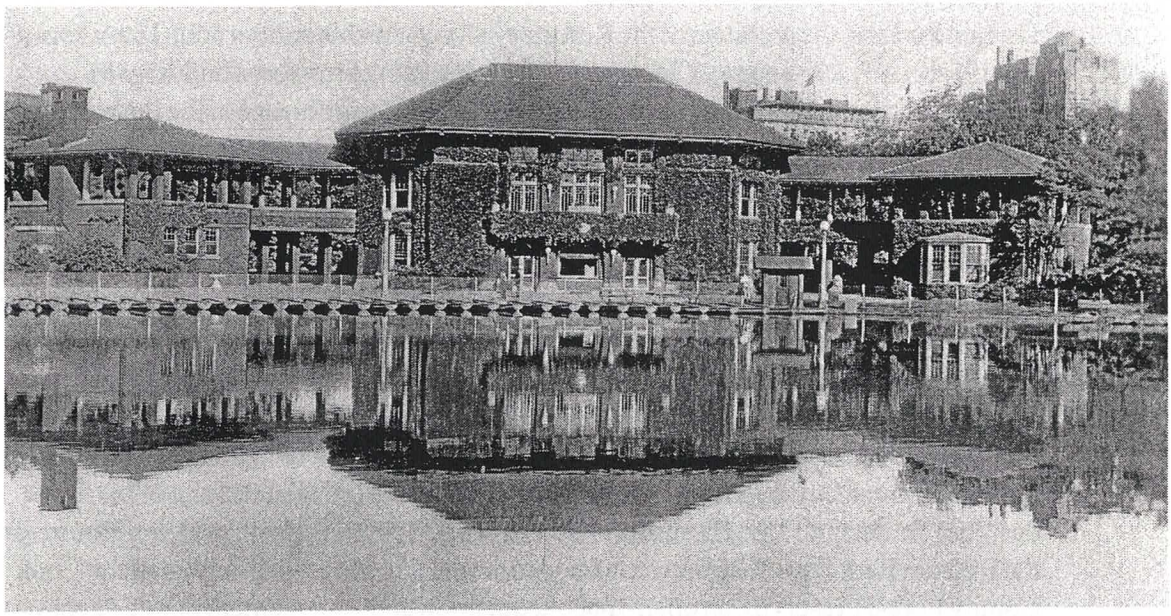
- Joseph Lyman Silsbee, the architect of the Comfort Station, was an important late 19th-century Chicago architect, working in a variety of significant architectural styles, including Richardsonian Romanesque, Shingle, and Queen Anne.

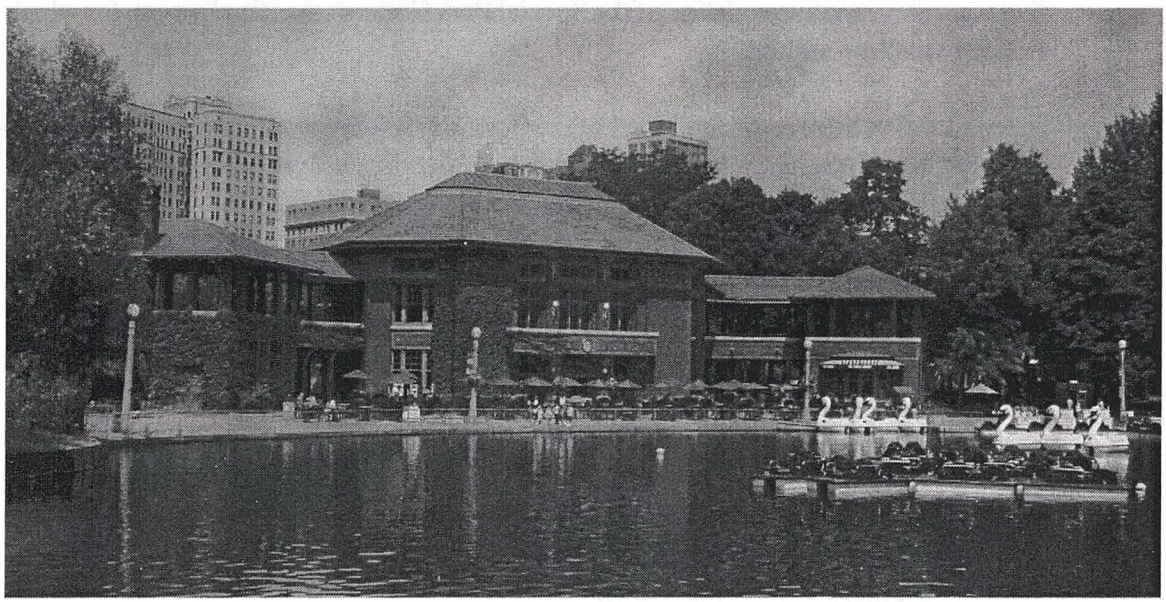
- Silsbee trained several significant Chicago architects, including Frank Lloyd Wright, George Maher, and George Elmslie, and designed a number of important buildings, including a group of rowhouses for Andrew McNally at Clark and Dickens Streets (1885) and the Lincoln Park Conservatory (1894).

Integrity Criteria

The integrity of the proposed landmark must be preserved in light of its location, design, setting, materials, workmanship and ability to express its historic community, architectural or aesthetic interest or value.

The South Pond Refectory and Men's and Ladies' Comfort Station possess excellent physical integrity, displaying through their siting, scale and overall design their historic relationship to the surrounding Lincoln Park landscape. They retain most of their historic materials and detailing, with a few missing or altered original elements such as the Refectory's green tile roof replaced in the 1989 restoration or the altered window openings in the Comfort Station. Both buildings





Top: The South Pond Refectory soon after its construction in 1908. Bottom: The Refectory today.

retain a strong sense of historic visual character and are important physical reminders of the development of Lincoln Park during the late 19th and early 20th centuries, the period when the southern end of Lincoln Park was acquiring its mature visual character.

Significant Historical and Architectural Features

Whenever a building, structure, object, or district is under consideration for landmark designation, the Commission on Chicago Landmarks is required to identify the "significant historical and architectural features" of the property. This is done to enable the owners and the public to understand which elements are considered most important to preserve the historical and architectural character of the proposed landmark.

Based on its preliminary evaluation of the South Pond Refectory and Comfort Station, the Commission staff recommends that the significant features be identified as:

- all exterior elevations, including rooflines, of both the Refectory and Comfort Station;
- the Great Hall of the Refectory;
- the primary interior circulation spaces leading to the Great Hall, including the Stockton Drive entrance hall and staircases;
- the historic configuration of the South Pond where it is adjacent to and closely associated physically and visually with the Refectory; and
- the historic Perkins-designed lightposts embellishing the grounds near the Refectory.

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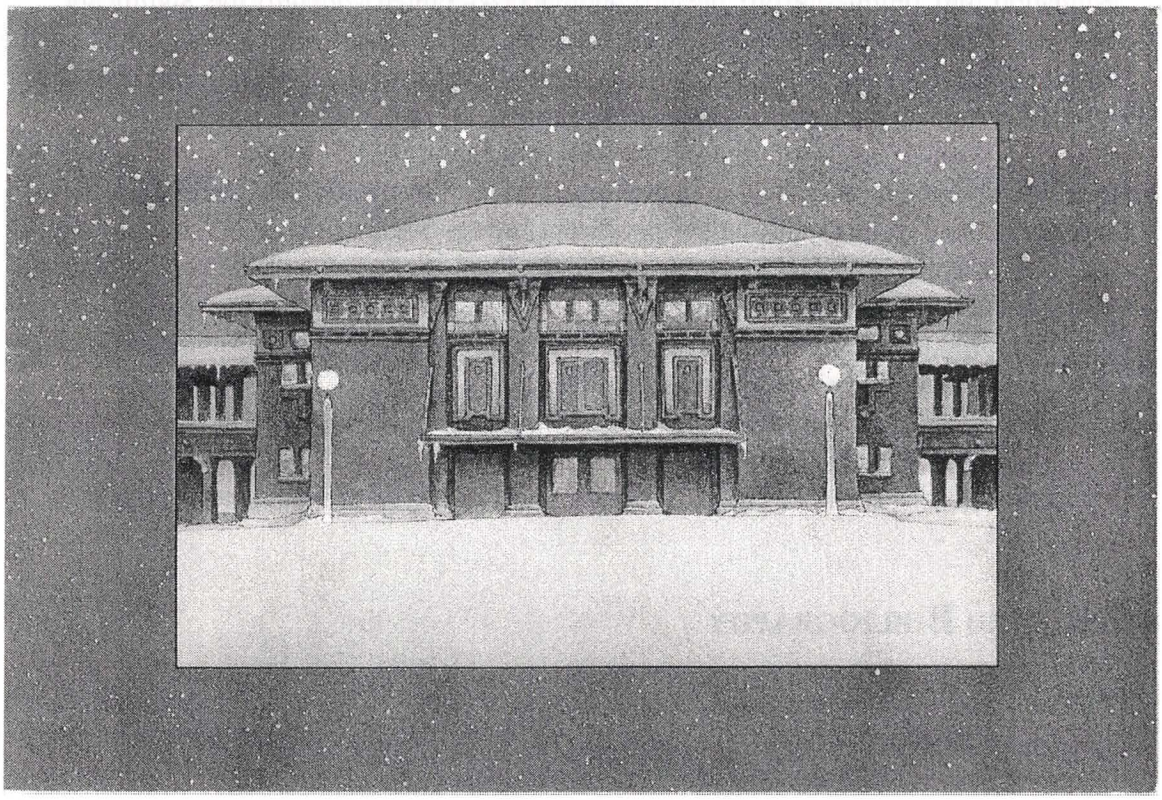

The South Pond Refectory as depicted on a brochure honoring donors to the building's restoration in 1989.

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Illustrations
From *Above Chicago*: p. 2 (top).
Department of Planning and Development, Landmarks Division: pp. 3, 6 (bottom left & right), 9 (top, bottom), 10 (middle), 12 (top, bottom left & right), 13 (top right, middle right), 18, 20 (bottom).
From *Chicago's Parks*: p. 5 (top).
From *Constructing Chicago*: p. 5 (bottom).
Chicago Park District, Special Collections: pp. 6 (top), 9 (middle), 10 (bottom), 15 (bottom), 20 (top).
From "Perkins in the Park:" p. 10 (top).
From "Silsbee: The Evolution of a Personal Architectural Style:" p. 12 (middle).
From *Jens Jensen: Maker of Natural Parks and Gardens*: p. 13 (top left).
From *Dwight Heald Perkins: Social Consciousness and Prairie School Architecture*: p. 13 (middle left).
Chicago Historical Society, Hedrich-Blessing Collection: p. 13 (bottom).
From *Cafe Brauer Restoration News*: p. 15 (top left and right).
Illustration by Tom Herzberg for the Lincoln Park Zoological Society: p. 22.

The Commission on Chicago Landmarks, whose nine members are appointed by the Mayor, was established in 1968 by city ordinance. It is responsible for recommending to the City Council that individual buildings, sites, objects, or entire districts be designated as Chicago Landmarks, which protects them by law. The Commission is staffed by the Chicago Department of Planning and Development, 33 N. LaSalle St., Room 1600, Chicago, IL 60602; (312-744-3200) phone; (312-744-2958) TTY; (312-744-9140) fax; web site, http://www.cityofchicago.org/landmarks

This Preliminary Summary of Information is subject to possible revision and amendment during the designation proceedings. Only language contained within the City Council's final landmark designation ordinance should be regarded as final.